

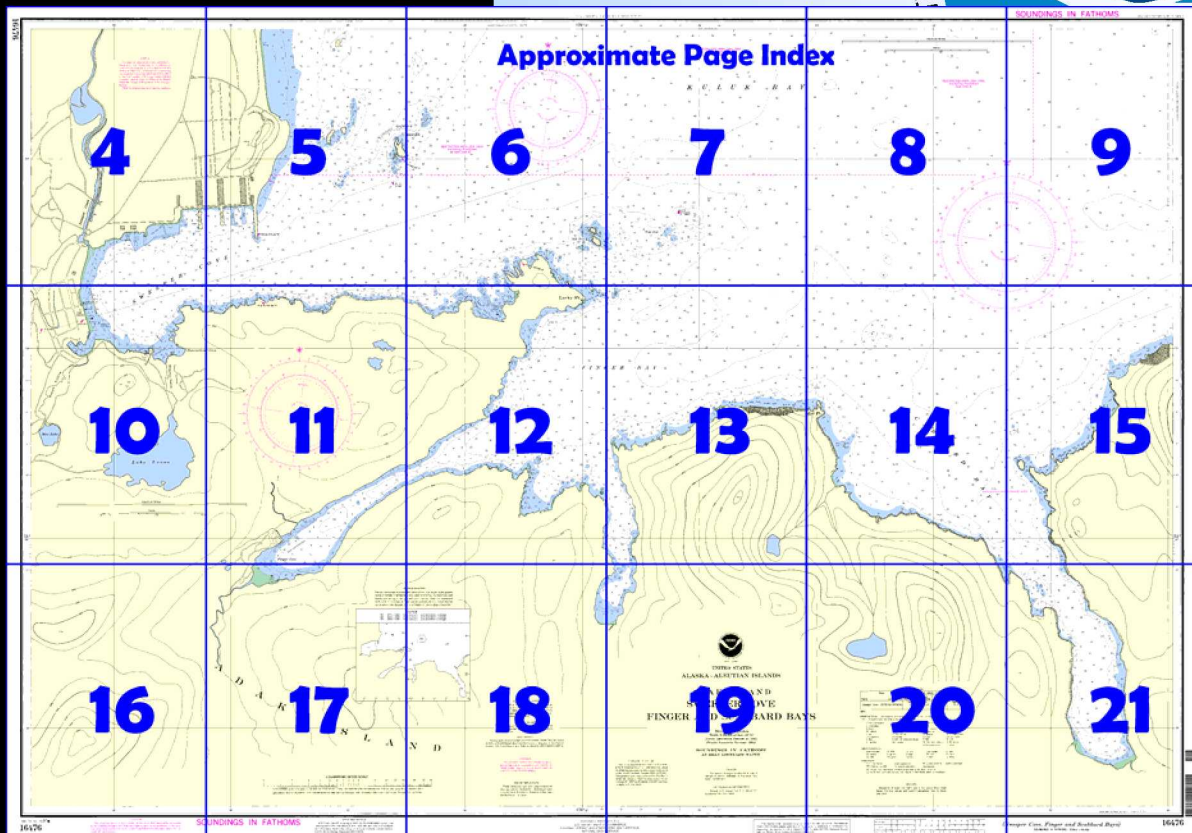
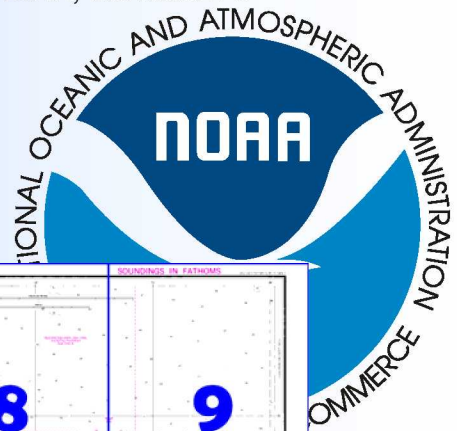
BookletChartTM

Adak Island, Sweeper Cove, Finger and Scabbard Bays (NOAA Chart 16476)

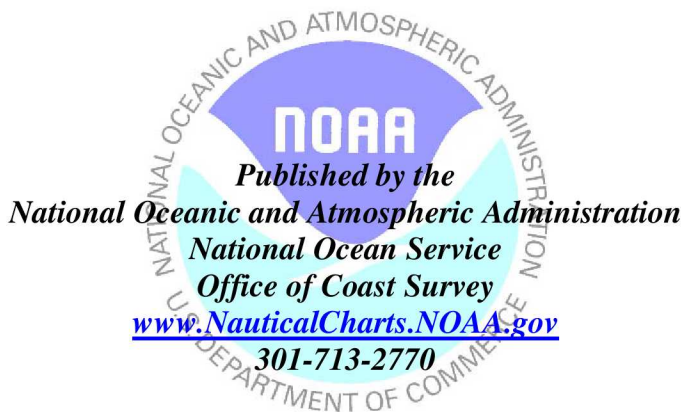


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

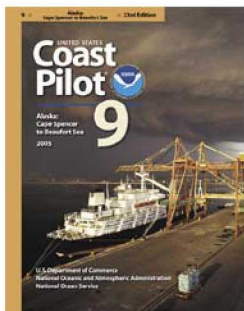
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 7 excerpts]

(916) **Sweeper Cove**, on the SW side of Kuluk Bay, provides good shelter in 7 to 20 fathoms inside a breakwater, marked by a light on the outer end, that extends from the N side of the entrance; bottom is gray sand. A fuel tank at the W end of the cove is prominent.

(917) **Sweeper Cove Entrance Light 5** (51°51'28"N., 176°35'31"W.), 55 feet (16.8 m) above the water, is shown from a skeleton

tower with a square green daymark on the NW side of Lucky Point.
(918) **Gannet Rocks**, on the N side of the entrance to Sweeper Cove, are bare and surrounded by shoal water. A detached shoal, covered 3½ fathoms, and a group of small islets, surrounded by shoals, are between Gannet Rocks and the shore. **Gannet Rocks Light 4** (51°52'01"N., 176°36'32"W.), 45 feet (13.7 m) above the water, is shown from a skeleton tower with a triangular red daymark on the S end of the largest

rock. Two water tanks, red and blue are on the high ground at the head of Kuluk Bay about 1.2 miles NW of Gannet Rocks Light 4.

(919) **Pit Rock**, the southernmost of the two large rocks on the SE side of the entrance to Sweeper Cove, is bare and surrounded by foul ground.

Finger Shoal, 0.4 mile E of Pit Rock, has a rock that uncovers in the detached shoal area. A lighted bell buoy is about 300 yards NE of the shoal.

(920) The diurnal range is 3.7 feet in Sweeper Cove. During severe weather, a surge may be experienced inside the cove, making it difficult at times to remain alongside any of the piers. Heavy float fenders should be used, and vessels should be prepared to get underway.

(921) Sweeper Cove is part of a U.S. naval air station. Permission to enter or move about the cove must be obtained from the Commanding Officer who can be contacted by calling ADAAK CONTROL on 4125 kHz or VHF-FM channel 16. Vessels entering the Port of Adak will request channel clearance from and give an accurate estimated time of arrival to Adak Port Control on 4125 kHz or other designated frequency at least 2 hours prior to arrival. The Port Services Officer will assign a berth and provide advisory pilotage service and tug if needed. The pilot advisor will board from a tug in the vicinity of Gannet Rocks. Two 2,000-hp tugs and salvage equipment are available at port services.

(922) Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska.

(923) Aleutian Islands are served by the Alaska Marine Pilots and Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.) (924) Vessels using Southwest Alaska Pilots Association pilots and en route to Adak can contact the pilot boat by calling "ADAAK PILOT BOAT" on VHF-FM channel 16 (156.80 MHz) or on a prearranged frequency between pilot and agent/vessel.

(925) Piers 3 and 5, on the N side of Sweeper Cove, are used by vessels drawing up to 30 feet. A short barge pier is E of Pier 3; 30 feet is reported alongside. Pier 10 is a T-head fuel pier at the extreme W end of Sweeper Cove with a least depth of 35 feet alongside. A black tank with a red light on top is inshore of Pier 10. Water and telephone connections are available at Piers 3 and 5.

(926) A small-boat basin is at the SW end of the cove. In 1978, most of the piers in the basin were reported to be in poor condition. In August 1983, it was reported that the entrance channel to the basin was marked by private buoys, had a depth of 4 feet, and kelp along the S side. In May 1984, a submerged obstruction was reported in the NW end of the basin in about 51°51'06"N., 176°39'14"W.

(927) **Hammerhead Cove**, on the S side of Sweeper Cove, has depths of 6 to 24 feet.

(928) **Finger Bay**, on the S side of Kuluk Bay, is about 1 mile long and 1 mile wide and has two narrow arms that extend in S and SW directions. Both arms are open to the NE but no sea penetrates their narrow entrances. In the outer part of the bay depths are generally too deep for suitable anchorage, although temporary anchorage may be found in about 30 fathoms 400 yards SW of Lucky Point and in 24 fathoms off the entrances to the two arms.

(929) The SW arm is narrow but clear in midchannel, with a least depth of 5 fathoms. Submerged pier ruins and pilings extend up to about 180 yards from the N shore between 51°50'04"N., 176°37'14"W and 51°49'53"N., 176°37'36"W. Holding ground near the head of the arm is good. Winds through Finger Bay tend to be very strong because of the high bluffs on each side. Wind direction is along the axis of the piers, and vessels should have little trouble holding alongside. Surge in Finger Bay is at a minimum.

(930) **Scabbard Bay**, just E of Finger Bay, is open to the N. Anchorage can be had near the entrance in 20 fathoms, gray sand and broken shell bottom. At the S end of the bay is good shelter in 15 to 20 fathoms, brown mud bottom. Water is obtainable. Midchannel courses will avoid all dangers.

Table of Selected Chart Notes

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 4.953' southward and 8.893" westward to agree with this chart.

HEIGHTS
Elevations of rocks and lights are in feet above Mean High Water. Contour values and summit elevations refer to Mean Sea Level.

Mercator Projection
Scale 1:10,000 at Lat. 51°51'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Imagery and Mapping Agency.

UPDATING SERVICE
FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)				
Aids to Navigation (lights are white unless otherwise indicated):				
AERO aeronautical	G green	Mo morse code	R TR radio tower	
Al alternating	IQ interrupted quick	N nun	Rot rotating	
B black	Iso isophase	OBSC obscured	s seconds	
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector	
C can	M nautical mile	Or orange	St M statute miles	
DIA diaphone	m minutes	Q quick	VQ very quick	
F fixed	MICRO TR microwave tower	R red	W white	
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle	
		R Bn radiobeacon	Y yellow	
Bottom characteristics:				
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky
Miscellaneous:				
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged	
ED existence doubtful	PA position approximate	Rep reported		
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.				
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.				

39°

38°

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulations on section numbers.

52'

Sweeper Creek

FRU

Obstr

TANK (lighted)

Platform

Obsn 5 (rep 1988)

Obsn 6

Obsn 7

Obsn 8

Obsn 9

Obsn 10

Obsn 11

Obsn 12

Obsn 13

Obsn 14

Obsn 15

Obsn 16

Obsn 17

Obsn 18

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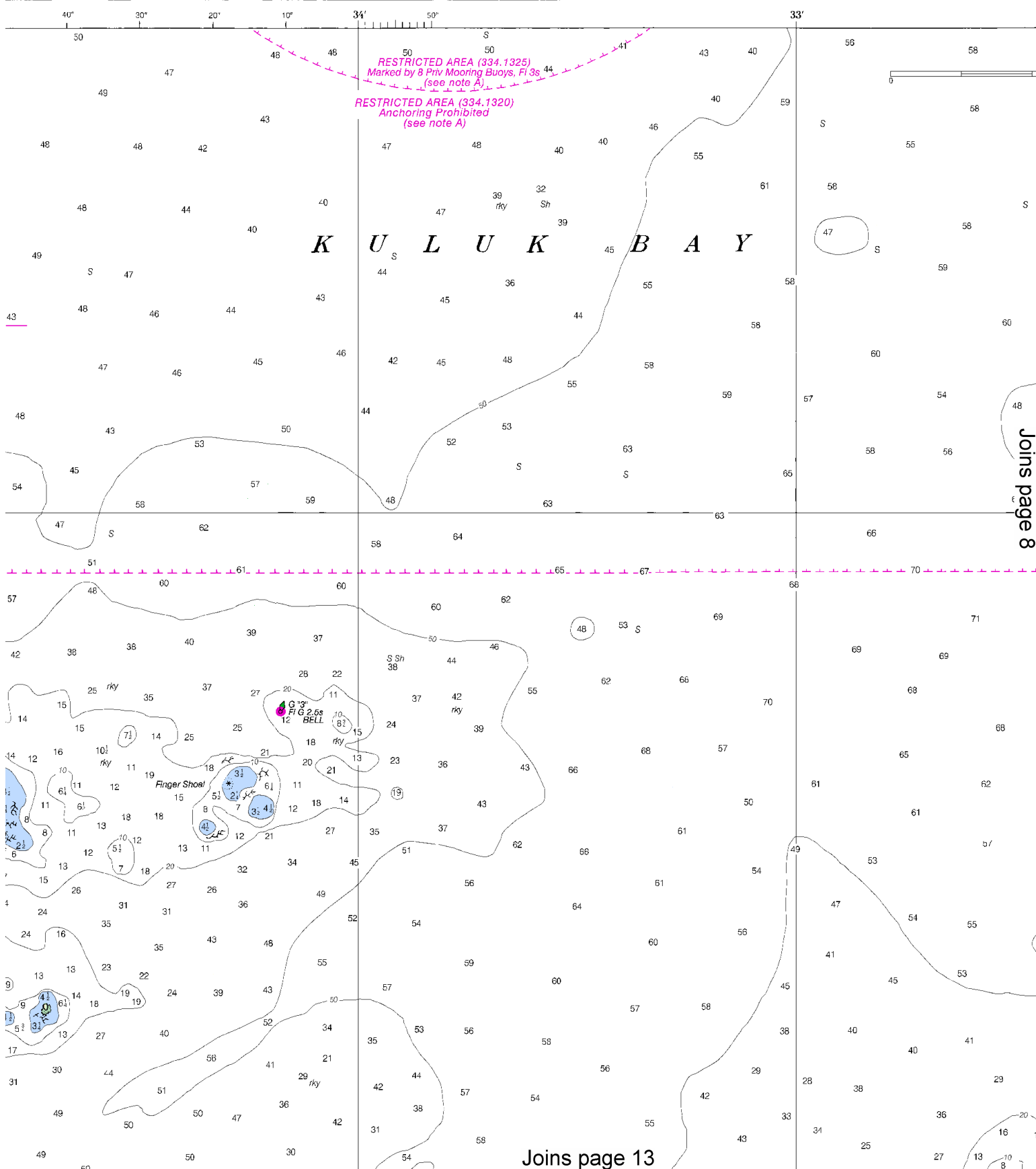
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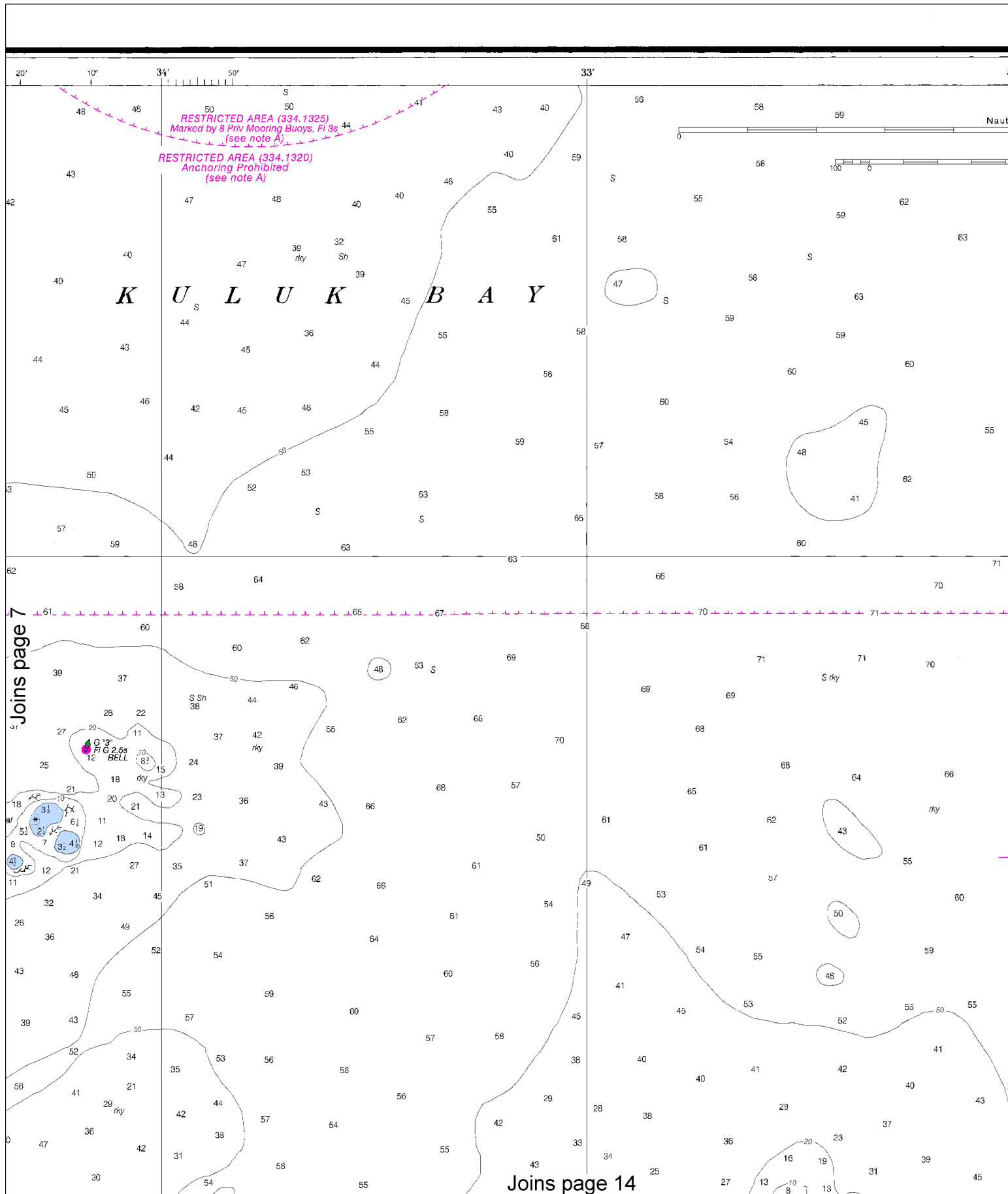


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Nautical Miles

See Note on page 5.

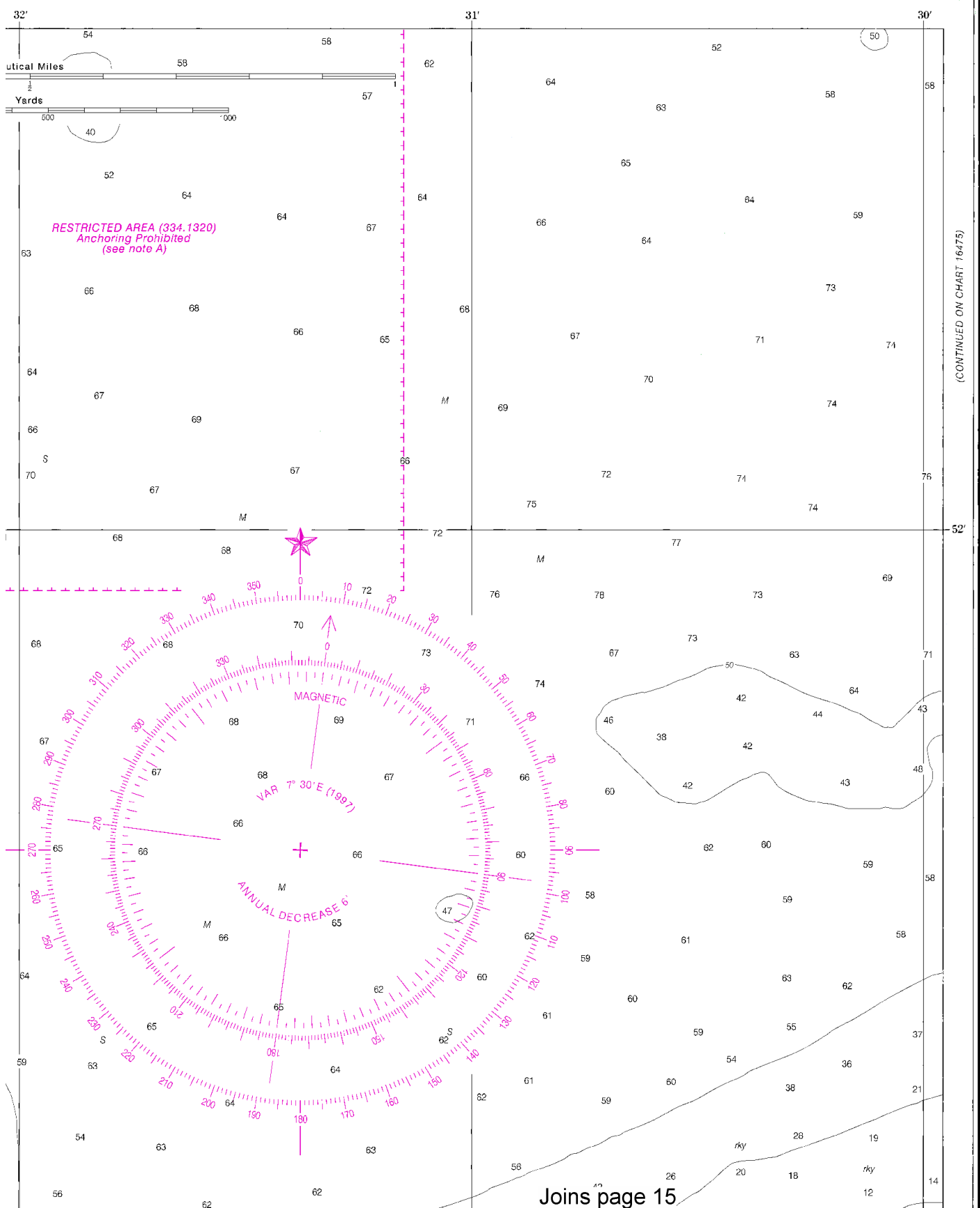


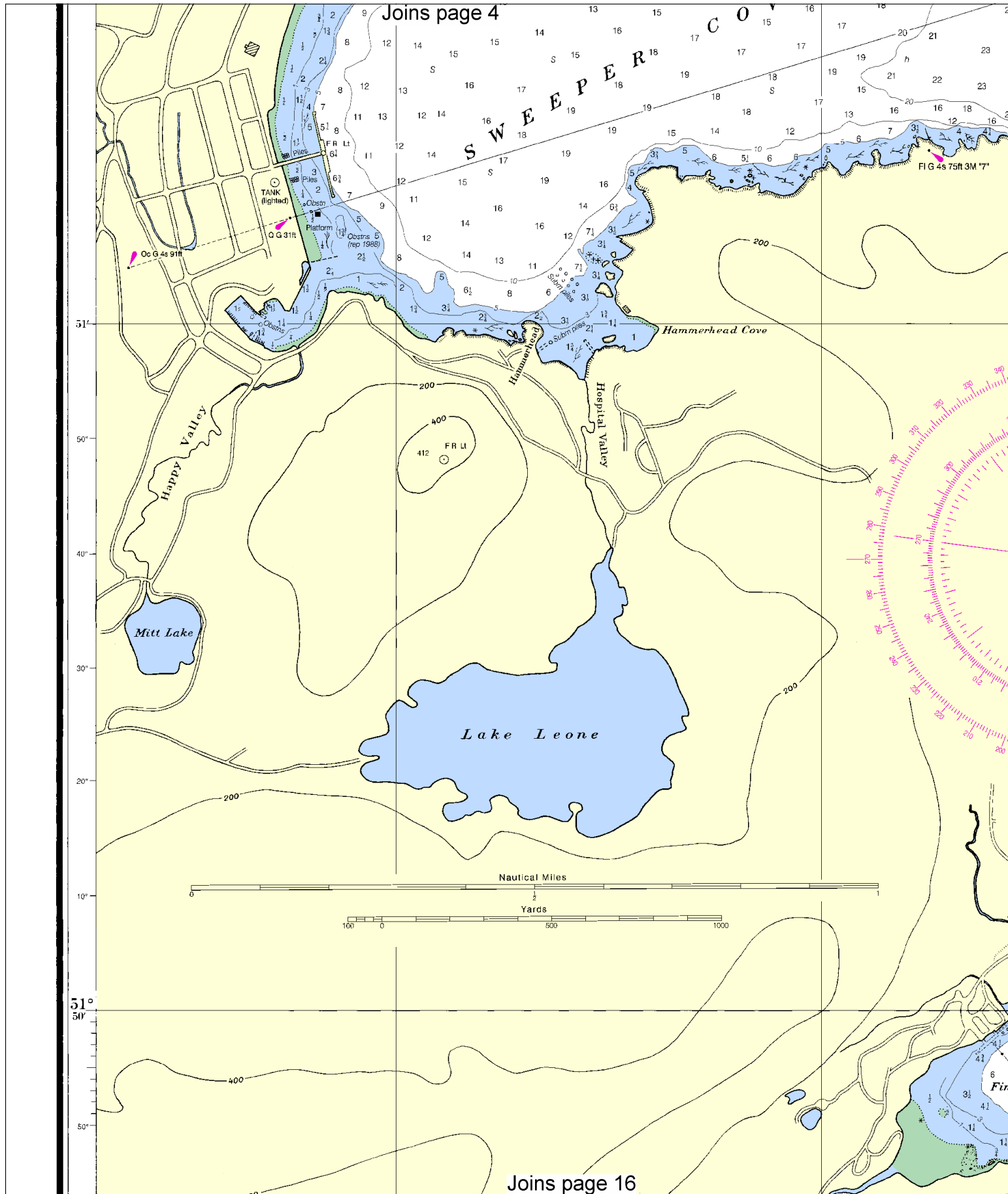




SOUNDINGS IN FATHOMS

Nautical Chart Catalog No. 3, Panel C

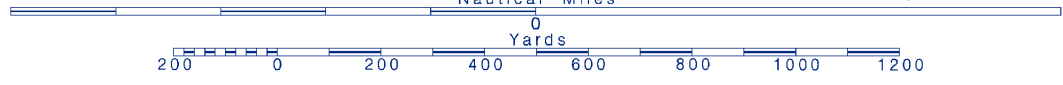




10



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Joins page 5

Joins page 12

Joins page 17

SOURCE DATA:

11

Joins page 6

Lucky Pt.

F I N G

Joins page 11

Joins page 18

SOURCE DIAGRAM

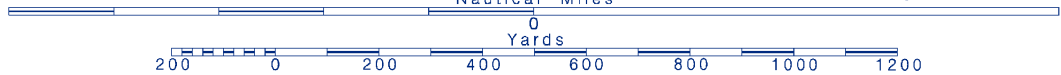
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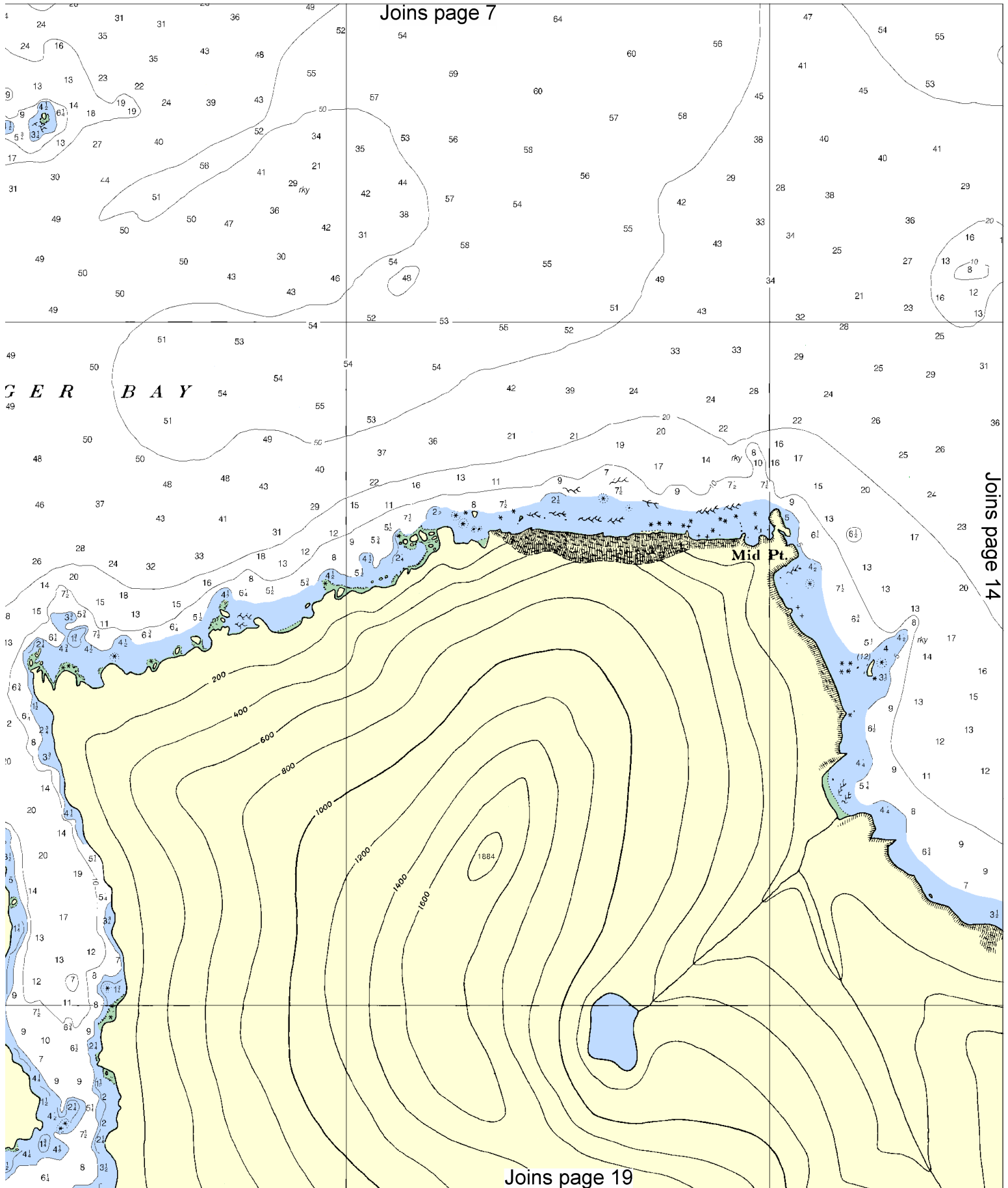
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SCALE 1:10,000

See Note on page 5.



Joins page 7

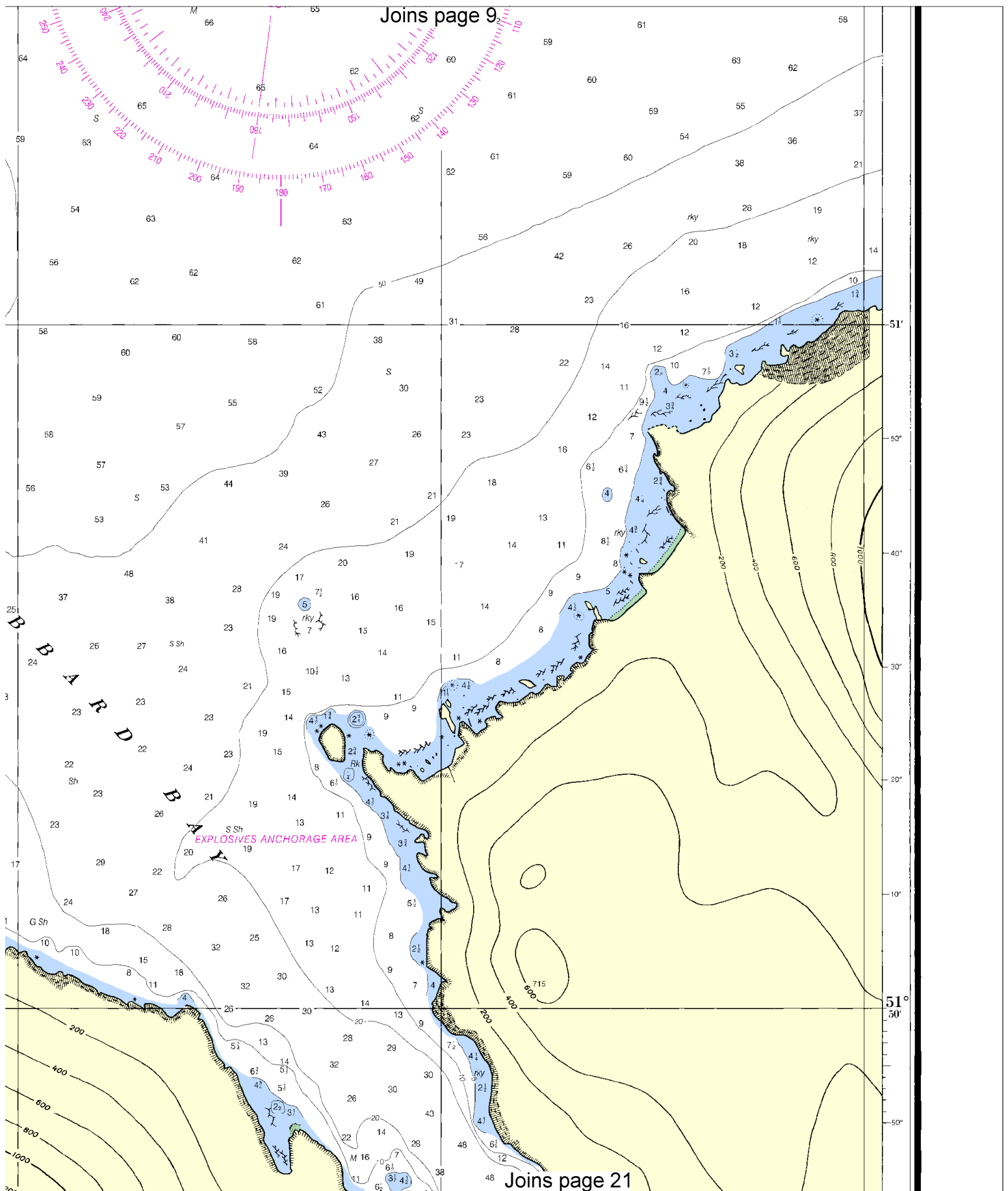


Joins page 14

Joins page 19



Joins page 9.



51°
51'

50°

49°

39°

38°

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To find SP
right point

10th Ed., Oct. 18/97

16476

CAUTION

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SOUNDINGS IN FATH

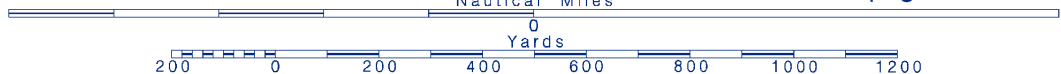
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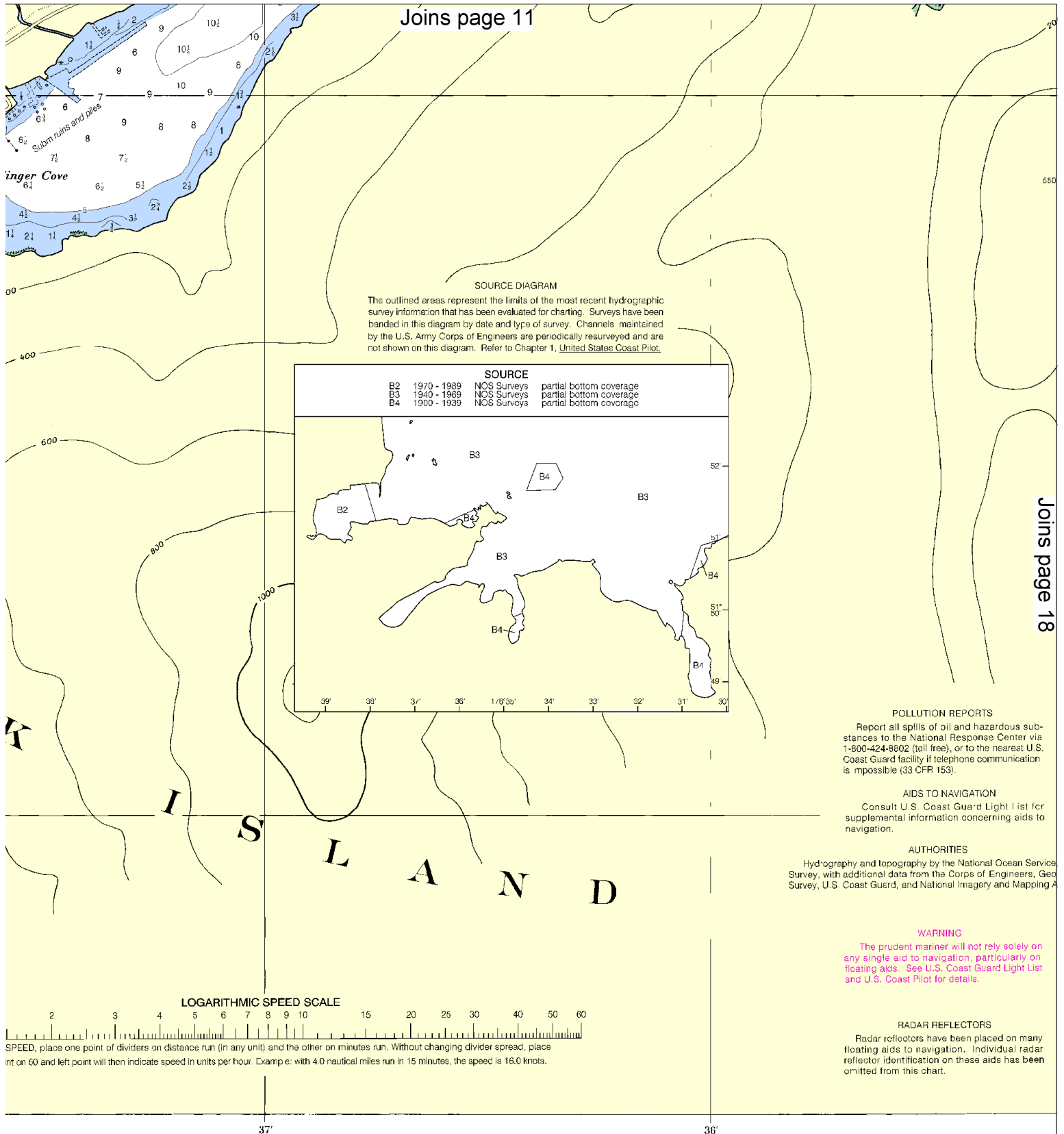


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SCALE 1:10,000

See Note on page 5.





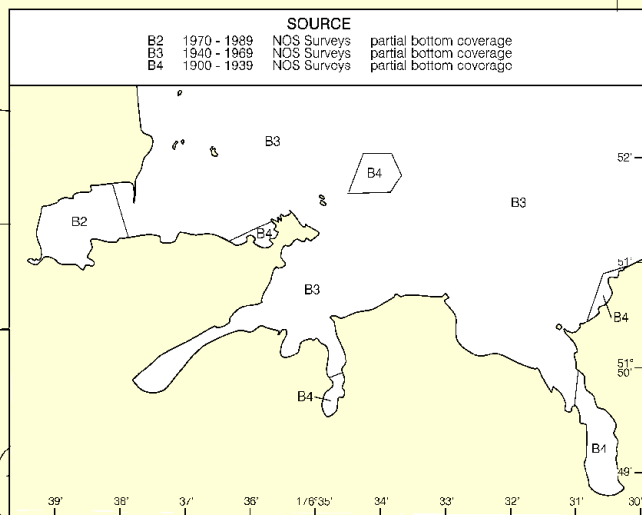
TOMS

UPDATING SERVICE

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AIDS TO NAVIGATION

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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Imagery and Mapping Agency.

WARNING

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RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

ARITHMETIC SPEED SCALE



run (in any unit) and the other on minutes run. Without changing divider spread, place points per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

UPDATING SERVICE

CHART, a listing of NOTICE TO MARINERS corrections the date shown in the lower left hand corner is available Marine Chart Division (N/CS2), National Ocean Service, Spring, Maryland 20910-3292.

Published at Washington, D.C.
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
COAST SURVEY

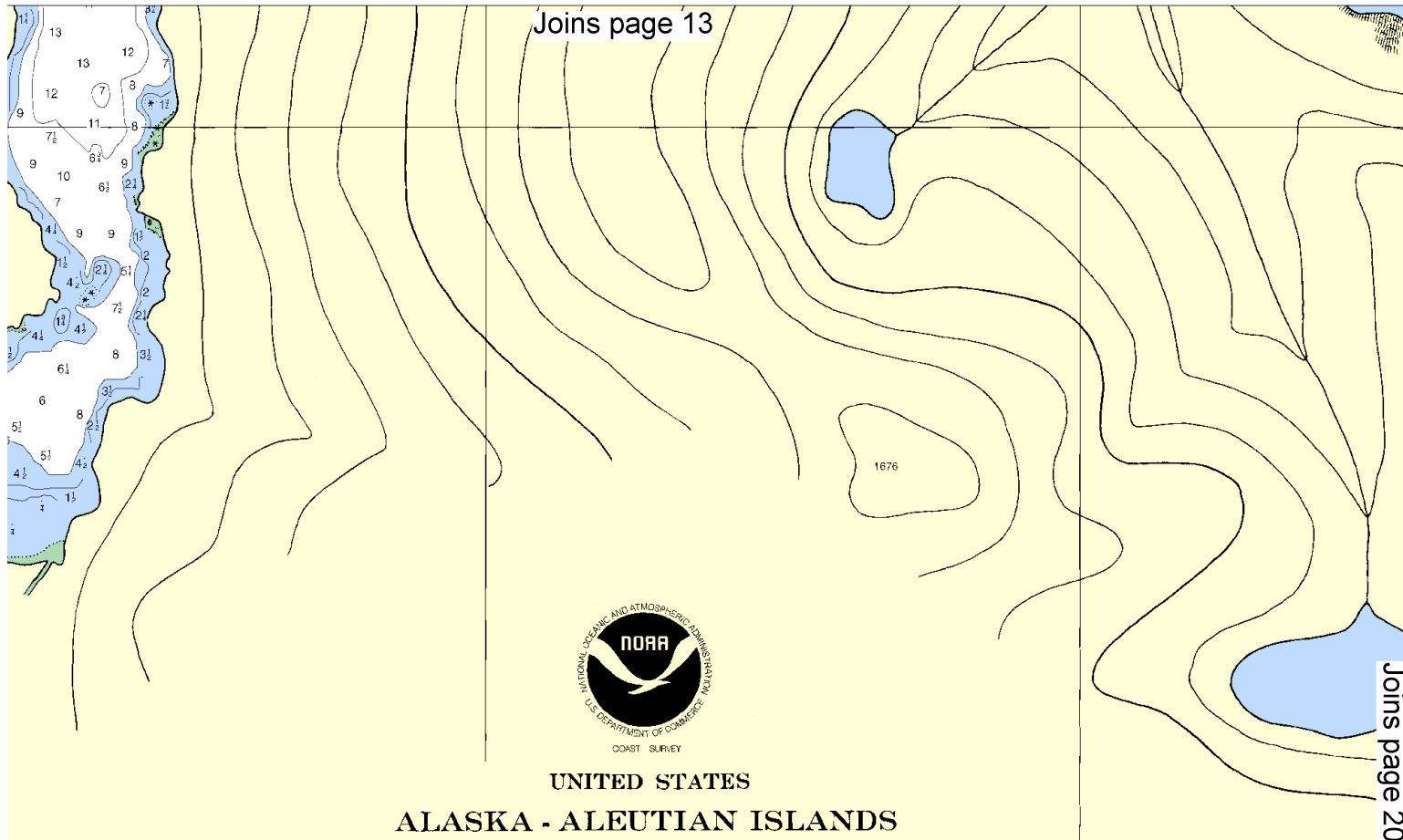


Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.





UNITED STATES
ALASKA - ALEUTIAN ISLANDS

ADAK ISLAND
SWEEPER COVE
FINGER AND SCABBARD BAYS

Mercator Projection
Scale 1:10,000 at Lat. 51°51'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

Name
Sweeper Cove
(997)

ABBREVIATIONS

Aids to Navigation (light)

- AERO aeronaut
- Al alternating
- B black
- Bn beacon
- C can
- DIA diaphone
- F fixed
- Fl flashing

Bottom characteristics

- Blds boulders
- bk broken
- Cy clay

Miscellaneous:

- AUTH authorized
- CD existence of
- 21 Wreck, rock
- (2) Rocks that



UNITED STATES
ALASKA - ALEUTIAN ISLANDS

ADAK ISLAND
SWEEPER COVE
ANGER AND SCABBARD BAYS

Mercator Projection
Scale 1:10,000 at Lat. 51°51'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

this chart
(83), which
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WGS 84),
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rected an
westward

CAUTION
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navigation are not indicated on this chart. See
Notice to Mariners.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important
supplemental information.

TIDAL INFORMATION	
Place	Height referred to datum
Name (LAT/LONG)	Mean Higher High Water feet
Sweeper Cove (51°51'N/176°39'W)	3.7
	Mean High Water feet
	3.6

(997)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart
Aids to Navigation flights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse
Al alternating	IQ interrupted quick	N run
B black	Is isophase	OBSC obs
Bn beacon	LT light	OC occur
C can	MI microwave	OR orange
DIA diaphane	m minutes	Q quick
F fixed	MICRO TR microwave tower	R red
Fl flashing	Mkr marker	Ra Ref rak
		R Bn radi

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oye o
bk broken	G gravel	h hard	Rk roc
Cy clay	Gr grass	M mud	S sank

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position
ED existence doubtful	PA position approximate	Rep report
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated		
(2) Rocks that cover and uncover, with heights in feet above datum		

HEIGHTS

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Water. Contour values and summit elevations refer
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Service, NOAA, Silver Spring, Maryland 20910-3282.

FATHOMS	1	2	3	4	5	6	7	8
FEET	6	12	18	24	30	36	42	48
METERS	1	2	3	4	5	6	7	8

20

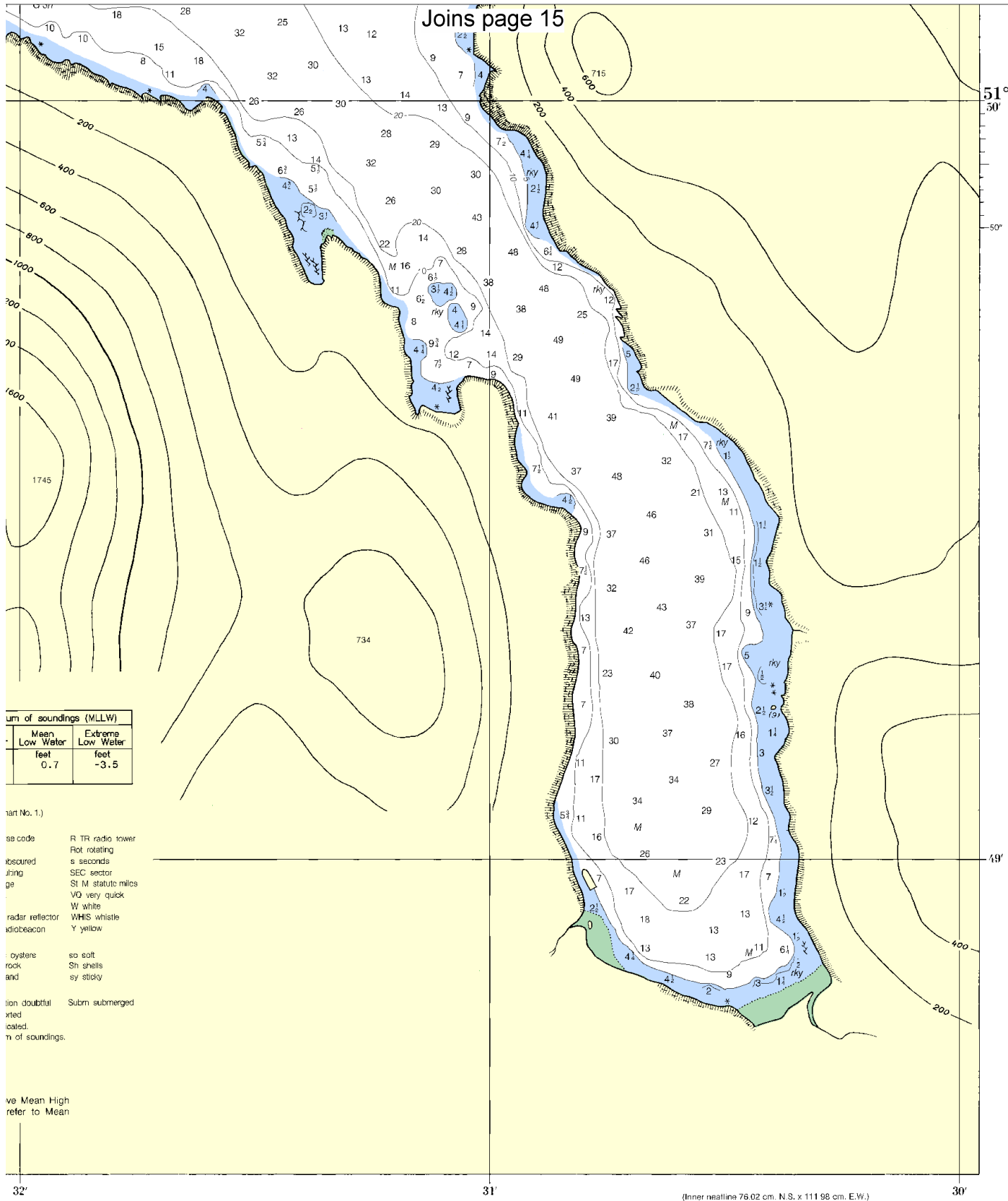


Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.

Yards
200 0 200 400 600 800 1000 1200



(Sweeper Cove, Finger and Scabbard Bays)

SOUNDINGS IN FATHOMS - SCALE 1:10,000

16476



ED. NO. 10



NSN 7642014011256
NIMA STOCK NO. 16A-HA16476

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.